Kandla-Palanpur rail line

*99. SHRI KESHUBHAI S. PATEL:
SHRI KANJIBHAI PATEL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is possible to convert the route from Kandla to Palanpur as a part of dedicated freight corridor between Delhi and Mumbai;

(b) whether it is also technically possible to provide such double stack container arrangement alongwith electrification on this route; and

(c) whether there is any proposal under consideration for providing such double stack facility in any other part of the country?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) No, Sir. However, Kandla-Palanpur is an identified 'feeder route' to the Western Dedicated Freight Corridor.

(b) The technical feasibility of running Double Stack Container Trains with flat-type wagons using ISO (International Organization for Standardization) containers of 9½ feet under electric traction is under study.

(c) Yes, Sir. Indian Railways have initiated running of Double Stack Container trains on diesel route between Jaipur-Pipavav Port/Mundra Port. Trials have been conducted for running trains of non-ISO size double stack containers under electrified/non-electrified territory on Gurgaon- Rewari- Alwar-Mathura-Tuglakabad Section. Also, for running trains of double stack ISO high cube containers, Jakhapura-Daitari section, earmarked for electrification, has been identified.

Additional coaches in trains

*100. SHRI ABU ASIM AZMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have added more coaches with the important mail/express trains to meet the daily requirements of the public;

(b) if so, whether it is also a fact that a coach has also been added to the Delhi-Azamgargh Kaifiyat Express train keeping in view the high demand of the public for convenience; and

(c) if so, the details thereof and if not, the reasons for discrimination with Azamgarh?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) Yes, Sir.

(b) and (c) During 2005-06, 2225/2226 Azamgarh-Delhi Kaifiyat Express was augmented by two coaches *viz.* one First AC-cum-AC II tier coach and one Sleeper class coach. During 2006-07, the train was further augmented by one sleeper class coach. Any additional augmentation of the train is presently not feasible due to terminal constraints at Azamgarh.